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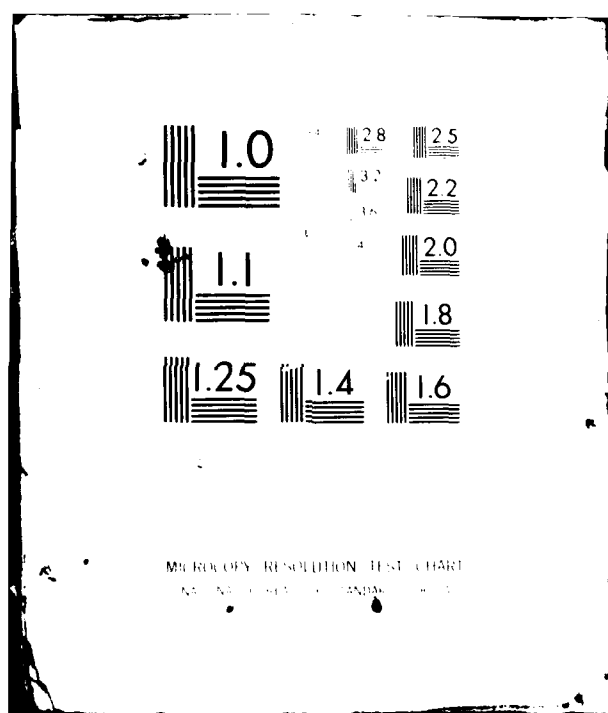
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This report is required by Section 315(a) of the Federal Aviation Act of 1958.			
16. Abstract The report includes an analysis of the current threat against civil aviation along with information regarding hijacking attempts, security incidents, bomb threats, and passenger screening activity. It also summarizes ongoing activities to assure adequate protection of civil air commerce against high financial and related crimes, and other aspects of the Civil Aviation Security Program.			
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SECOND SEMI-ANNUAL REPORT TO CONGRESS
ON THE
EFFECTIVENESS OF PASSENGER SCREENING PROCEDURES



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CIVIL AVIATION SECURITY SERVICE

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OCTOBER 6, 1975

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CHARTS

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SECOND SEMI-ANNUAL REPORT TO CONGRESS

Introduction

This is the Second Semi-Annual Report to the Congress on the effectiveness of passenger screening procedures in the prevention of aircraft hijackings and related crimes against air commerce. This report covers the 6-month period January 1 - June 30, 1975, and is submitted pursuant to Public Law 93-366 signed by the President August 5, 1974.

The initial semi-annual report required by PL 93-366 was submitted to the Congress April 17, 1975. It described the organization, basic policies and responsibilities of the Civil Aviation Security Program as it involves the airlines, airport operators and the Federal Aviation Administration. The first report called attention to security incidents which occurred both before and after the introduction of strengthened security measures. The effectiveness of the program was examined and areas needing additional emphasis were identified.

This Second Semi-Annual Report to the Congress reexamines some of the same areas, but largely concerns itself with activities since January 1, 1975. It reflects the continuing cooperation and effectiveness of the air carriers and the airports in implementing the security programs developed pursuant to Federal Aviation Regulations (FARs).

Current Civil Aviation Security Measures

The airport and airline security measures described in the initial report to the Congress remained in effect during the 6-month period covered by this report. They continued to yield dividends in increased safety for air travellers, air crewmembers, scheduled airliners, and air carrier airports. In addition, certain new security requirements have been introduced through the issuance of FARs since January 1, 1975.

Amendment 129-5 to FAR Part 129 was issued July 3, 1975, and although not occurring during this 6-month period, it is included in this report because of its significance. The rule requires that foreign air carriers operating large aircraft in scheduled passenger operations to, from and within the United States have security programs similar to those required of U.S. air carriers.

The programs will require the screening of all passengers and all property intended to be carried in the aircraft cabin. This regulation is required by PL 93-366 and becomes effective October 10, 1975. It will affect 69 air carriers representing 58 nations. These foreign air carriers maintain some 150 stations at 79 foreign airports and 180 stations at 32 U.S. airports. They operate about 425 flights each day to and from the U.S., enplaning some 10 million passengers per year.

On April 21, 1975, the FAA published Amendments under Part 121 of the FARs dealing with the carriage of weapons and escorted persons aboard aircraft. These Amendments, which went into effect July 20, 1975, establish requirements for persons authorized to carry weapons aboard aircraft, procedures for the carriage of firearms in checked baggage, and procedures governing the transport of persons in the custody of law enforcement officers. They also prohibit the serving of alcoholic beverages to armed persons and to those in their custody.

Another Amendment to FAR Part 121 which became effective on April 4, 1975, governs the installation and operation of x-ray devices for the inspection of carry-on baggage and other items. This regulation establishes safety, training and detection standards for the operation of x-ray baggage inspection systems and requires the posting of signs informing passengers of the use of x-ray equipment.

Aircraft Hijackings

No successful hijackings of U.S. air carrier aircraft occurred during the 6-months covered by this report. During this same period, there were 7 hijackings of foreign air carrier aircraft, 2 of which were successful. In fact, as of this writing, the last successful hijacking of a U.S. airliner occurred November 10, 1972, shortly before the current strengthened security measures were placed in effect.

During the first 6-months of 1975, however, there were 5 unsuccessful attempts to hijack U.S. air carrier aircraft. This compares to 1 attempt that was not successful during the preceding 6-months and to a total of 3 attempts in all of 1974. (See Charts I and II.)

- o The first hijacking attempt of 1975 occurred when a man, armed with a rifle, climbed an airport fence and boarded a parked air carrier aircraft undergoing pre-flight preparation. He announced to three workers aboard that he was going to take the aircraft. One of the workers grabbed the gun while the others subdued the potential hijacker. Airport police responded and took the man into custody.
- o The next incident involved a passenger who pounded on the cockpit door and demanded that the flight be diverted to San Juan. When the plane made an unscheduled landing to refuel, the man locked himself in one of the aircraft restrooms. Police then boarded and took the man into custody.
- o The third attempt began when a man standing in front of an aircraft preparing for departure asked the pilot to fly him to New Haven. The pilot refused and the man, claiming to have a knife in his possession, boarded the aircraft, entered the cockpit and repeated his demands. The pilot notified the tower, and law enforcement officers on duty at the airport responded immediately and took custody of the suspect.
- o The fourth attempted hijacking involved a man who demanded to be flown to Cuba. He indicated that he had a gun and a bomb and that if his demands were not met he would blow up the plane. When the hijacker allowed the flight to land for refueling, he authorized the passengers and all but one crewmember to deplane. However, all crewmembers left the aircraft with the passengers and the hijacker was left inside. Law enforcement officers then boarded and took the man into custody.
- o The last hijacking attempt involved a young girl who had been placed aboard a flight without escort to be returned to a state hospital. Shortly before landing, the girl approached a stewardess and demanded that the flight be diverted. The girl feigned possession of a knife and threatened to harm the crew if her demands were not met. As the plane landed, the girl was grabbed by a crewmember and held until airport police arrived.

Although current civil aviation security requirements do not extend to "general aviation" activities, two hijackings involving general aviation aircraft occurred during the first six months of 1975. This compares with 3 general aviation

hijackings during the last 6 months of 1974. Both of the 1975 attempts were successful. One involved a helicopter which was used in a prison escape. The hijacker and escapees were subsequently apprehended. The other involved a Cessna aircraft chartered by 2 men. During the flight, 1 of the men pointed a gun at the pilot and directed him to fly to Nogales, Mexico. The pilot was held captive but later escaped and notified authorities. One of the hijackers surrendered and the other was subsequently apprehended. (See Chart III.)

Passenger Screening Results

The screening of all passengers and their carry-on baggage by the airlines, coupled with the presence of local law enforcement support as arranged by the operators of air carrier airports, continues to be a major cornerstone of the defenses against aircraft hijacking and sabotage. Results of the passenger screening procedures continue to reflect the success and effectiveness of airline and airport security programs.

During the first 6 months of 1975, the number of passengers screened was approximately the same as during the preceding 6 months. There was, however, a significant increase in the number of weapons detected. More than 60,000 weapons and dangerous articles (including fireworks and ammunition rounds) were detected during the current period compared to approximately 30,000 during the last half of 1974. The major increases were in knives and articles categorized as "other" which includes flammable gases, tools, nunchaku sticks, chemical mace, clubs, etc. (See Chart IV.)

Among the 2,343 firearms detected were 958 handguns. There were 637 arrests made in connection with handgun detections during this 6-month period. This handgun arrest figure is based upon individual arrest/incident reports filed and is not consistent with the data presented in Chart IV. The inconsistency may be attributed to reporting weaknesses which result in some arrests and other data not being included in the routine monthly summaries compiled on passenger screening activities.

The 637 handgun arrests occurred at 91 air carrier airports with 27 large hub airports, such as Los Angeles, Atlanta and Chicago O'Hare, accounting for 441 or 69 percent. Twenty-nine medium hub airports (e.g., Portland, Oregon; Columbus, Ohio; Raleigh, North Carolina) accounted for 115 (18%) of the arrests,

while 63 (10%) occurred at 29 small hubs (e.g., Oakland, California; Des Moines, Iowa; Roanoke, Virginia) and 18 (3%) at non hub airports (e.g., New Haven, Connecticut; Charlottesville, Virginia; Valdosta, Georgia).

The 637 arrests occurred during the passenger screening activities of 22 of the 32 scheduled airlines. In 436 (68%) of the arrests, the handguns were detected by x-ray inspection of carry-on items (briefcases, purses, coats, etc.), and 29 (5%) followed the physical inspection of such items. One hundred and five (17%) of the arrests followed detection of the handguns on persons screened by weapons detectors. In 67 instances (10%), the arrests were made after handguns were declared when persons were confronted by the screening process.

Total data available indicates a downward trend in the total number of persons arrested during the passenger screening process--1,345 during the first 6 months of 1975 compared to 3,501 for all of 1974. With respect to aviation offenses detected, the number of offenses involving concealed weapons and explosives is about the same as the prior period--623 during the current 6 months and 1,147 during 1974. On the other hand, there is an encouraging decrease in the number of false information offenses--152 during the current period. This is probably due to increased efforts of the airlines to inform air travellers that hijack and bomb threats are not joking matters and are indeed treated seriously.

The decrease in the number of non-aviation related offenses from a total of 2,197 during all of 1974 to 570 during this 6-month period is also encouraging. It is probably the result of an increased awareness of the effectiveness in screening procedures on the part of the criminally oriented, coupled with an increasing dedication on the part of airline screening personnel and supporting law enforcement officers to the primary objective of the screening procedures--to keep weapons and dangerous articles off air carrier aircraft.

These results, as depicted in detail in Chart IV, demonstrate the continuing effectiveness of airline and airport security programs. While it is impossible to estimate accurately just how many hijackings and related crimes were prevented, the circumstances involved in some of the screening incidents

indicate that some 20 hijack attempts may have been prevented during the first 6 months of 1975. This is a significant upward trend from the estimated 25 hijackings possibly prevented during all of 1974 as indicated in the First Semi-Annual Report to Congress. These estimates indicate, when coupled with the actual hijack attempts that took place (see Chart I), that as many as 28 hijack attempts might have occurred during 1974 and as many as 25 during the first 6 months of 1975, if current airline and airport security programs had not been in effect. These totals are comparable to the peak hijacking years of 1969 through 1972. During those four years, there were, respectively, 40, 25, 25, and 27 hijackings of U.S. air carrier aircraft.

Illustrations of the hijackings possibly prevented during 1974 were included in the last report to the Congress. Summary descriptions of the potential hijackings possibly prevented during the period covered by this report appear below.

- o A man alarmed the detection device three times, each time emptying his pockets of metal. Before a physical search, he stated he had a gun under his shirt and claimed he did not see any signs prohibiting the carriage of weapons through the screening station. He did not explain why he was carrying the gun.
- o A 14 year old boy activated a detection unit and was found to be carrying a knife. Upon questioning, he stated he was at the airport to hijack an airplane. Inquiry revealed that the boy was familiar with weapons and that he told friends he intended to hijack an airplane. He was remanded to his parents.
- o A passenger alarmed the detector several times. Even after emptying his pockets of all metal, including 8 rounds of ammunition, he continued to trigger the detection device. During a subsequent physical search, a firearm was found tied to a string inside his pant leg and suspended from his shorts.
- o A passenger attempted to board an air carrier aircraft with a revolver in his carry-on bag after denying he had a weapon in it. He stated he knew the weapon was in his bag but did not think anyone would find it. Further investigation revealed that the suspect had a criminal record including armed robbery, vehicle theft, and assault.

- o A passenger attempted to board an aircraft carrying a concealed weapon. The weapon was detected and later determined to have been stolen. It was also found that arrest warrants were outstanding charging the passenger with stock theft and arson and that he had been treated for mental instability and was classified as a psychotic.
- o A passenger was arrested for attempting to carry a pistol in his carry-on baggage through a screening point. It was determined that he was travelling under an assumed name. Over \$21,000 was later found in his baggage which he refused to explain. The gun he was carrying belonged to an individual wanted for robbery and murder.
- o A passenger attempted to bypass the detection unit and after being directed through, he alarmed it. A physical search revealed a loaded firearm on his person along with \$1,240 in currency. He refused to explain why the weapon and money were in his possession.
- o A man repeatedly alarmed the detection device and a physical search located a loaded automatic pistol concealed in his gloves. No explanation was given for concealing the weapon in that manner.
- o A man activated a detector and was found to be carrying a loaded automatic pistol in his coat pocket. A further physical search revealed a 5 inch blade knife and a box of ammunition. The man refused to answer any questions. Subsequent investigation determined that he had been declared insane and dangerous.
- o A man was removed from an air carrier flight before takeoff after a passenger observed that he was carrying a 6 inch blade hunting knife on his hip. Upon questioning, he stated he had not been screened, but had boarded the aircraft from the ramp after hiding out in the woods for 3 days. The man's wife advised that he had been released from a mental hospital 2 years before.
- o A young man walked onto an air operations area and boarded a parked aircraft. Upon being confronted by a stewardess, he said he had a gun and demanded that the passenger boarding stairs be removed. The stewardess persuaded him to walk to the front of the aircraft and he was removed. He did not have a weapon. It was determined that he had

recently been discharged from a Veterans Hospital and had a previous record of aircraft theft. Earlier, he had tried to purchase a flight ticket, but was \$10 short of the cost. He was readmitted to the hospital for treatment.

- o A nonpassenger alarmed the detector at a screening point but initially refused to identify any items in his possession which might have triggered the alarm. Later, he admitted to the police officer at the scene that he had a gun but no permit to carry one. He pulled up his shirt and revealed a handgun tucked in his waistband. The man was placed under arrest. He did not explain why he had attempted to penetrate the screening system with a concealed weapon.
- o A woman and two companions attempted to board an airliner. The woman alarmed the detection device 3 times before a physical search revealed a revolver hidden in her brassiere. The 2 companions were carrying ammunition for the weapon.
- o A man going through the screening point was found to have a loaded automatic pistol in his attache case. He had no flight ticket or reservation and would not explain why he had the weapon. Further inquiry determined that the man had just been released from a hospital where he had received treatment for diabetes.
- o A man attempted to bypass a detection unit and when directed through he alarmed it. When asked to remove any excess metal from his clothing, he became very nervous and attempted to hurry away. He was intercepted by the police officer on duty at the screening station but then fled. After a chase and ensuing struggle, he was subdued. A .32 caliber revolver was found in his pants pocket.
- o A male passenger going through the screening process was found to have a loaded revolver and a 5 inch blade knife concealed in a shoeshine kit. Although unemployed, he had almost \$500 on his person.
- o A passenger, although alarming a detection device several times, was permitted to board the aircraft without further search. While boarding, a handgun he was carrying fell to the ground. The passenger was removed from the plane but refused to explain the reason for the concealed gun. Further search disclosed a leather clip-on holster strapped to the inside of his right leg as well as a bladed knife.

- o An airport police officer observed a young man acting suspiciously, gesturing and talking to himself. When questioned by the officer, the youth stated he had intended to follow passengers aboard an aircraft and then take it over and force the crew to fly to Peking. He expounded on the pure life in China and said he would drop a few bombs on the U.S. and kill a few million people to show everyone they were living wrongly. It was determined that he was under psychiatric care.
- o A man came to a screening point carrying a suitcase. X-ray inspection disclosed what appeared to be a suspicious item. As the suitcase was being physically inspected, the man turned and ran out of the terminal building. Search of the suitcase disclosed a loaded automatic pistol, some prescription drugs and marijuana.
- o Two men attempted to board a flight. The first man cleared the screening area and proceeded to the aircraft. The second man was found to be carrying a knife on his person and he attempted to retrieve his carry-on bag which was undergoing x-ray inspection when two guns were detected in the bag. He was arrested. Meanwhile, the first man seeing what had occurred, ran toward the aircraft but was apprehended by police. Both men had false identification documents including a fraudulent passport, and were determined to be fugitives on drug and burglary charges.

During the 6-month period, there has been no significant change in the types and quantities of the weapons detection equipment used by the airlines to screen passengers. However, the number of x-ray baggage inspection systems operated by the airlines to inspect carry-on items has increased appreciably. Three hundred and thirty-six x-ray inspection systems were in use as of June 30, 1975, compared to 260 at the close of the preceding period. This increase reflects continued airline efforts to improve passenger screening procedures. X-ray baggage inspection systems are more effective and efficient and minimize passenger delays and inconvenience, especially at high volume screening stations. (See Chart V and VI.)

The airlines have continued to assure that personnel participating in the passenger screening process receive adequate initial and refresher training. Such training stresses the need for courteous and efficient treatment of air travellers as well as the requirements for cautious and effective inspections and includes the proper operation and maintenance of screening equipment.

Aviation Explosives Security

The first semi-annual report noted the threat posed by the use of explosives against civil aviation. A number of incidents of this nature involving U.S. carriers and the facilities of foreign air carriers in the U.S. occurred during the current reporting period.

- o The only explosion aboard a U.S. air carrier aircraft occurred when a passenger attempting to commit suicide used incendiary material in an apparent effort to bring down the aircraft. There was no major damage to the aircraft. The passenger received minor burns and is in custody. Attempted murder and destruction of aircraft charges have been filed against him.
- o Two explosions occurred at foreign air carrier locations in the U.S. One involved a small bomb placed inside a stack of newspapers at the door of an airline ticket office. It exploded during early morning hours and no injuries and only minor property damage was reported. In the second incident, a device was detonated at the office of another foreign air carrier. No one was injured but considerable damage was done to the building. A young man was arrested in connection with that incident.
- o A crude pipe-bomb type device was found in the lost and found baggage area of a U.S. international airport. It could have caused substantial damage if detonated aboard an aircraft in flight.
- o At another U.S. international airport, a small device, possibly an M-80 military-type firecracker, exploded near a ticket counter. An approximate 1 1/2" stucco wall was blown out, but there were no injuries.
- o A group of youths broke the windows of the European ticket office of a U.S. Flag Carrier and threw a "Molotov Cocktail" device inside. There were no injuries and damage from the explosion was estimated at \$3,500.
- o Also, a bomb device was discovered in the Puerto Rico office of a foreign air carrier. It had been ignited but failed to detonate.

Worldwide, since January 1, 1975, 4 persons have been killed and 78 injured as a result of 32 unlawful acts against civil air commerce. These acts were directed against the air carriers and civil aviation facilities of 17 nations.

Threats involving the use of explosives against U.S. aircraft and airports continue to be a matter of concern. During the 6-month period of July-December 1974, there were 264 bomb threats against airports and 778 bomb threats against aircraft. Six months data, January through June 1975, indicate that there were 134 bomb threats against airports and 879 against aircraft.

The decrease in bomb threats against airports appears significant, but may be misleading. It is noted that an unusual number of bomb threats (127) occurred in August of 1974. Some of these threats were prompted by an explosion at Los Angeles International Airport on August 6, 1974, in which 3 persons were killed and 35 injured. The tragedy received wide publicity which probably provoked subsequent threats.

Bomb threats against aircraft during the first 6 months of 1975 exceed significantly the number of threats received during the last 6 months of 1974. Aircraft bomb threats in 1975 are averaging 147 a month, while during the last 6 months of 1974, the monthly average was 130. Many of these incidents result in costly flight delays or diversions to conduct search and inspection procedures. (See Charts VII and VIII.)

Some bomb threats are accompanied by extortion demands on the airlines or airports involved. During this reporting period, over \$5,000,000 was demanded in extortion bomb threat incidents. Such incidents usually originate with an anonymous telephone call or letter with a demand for payment in exchange for information as to the location or the means to render harmless a device alleged to be aboard an aircraft or at an airport. The FBI investigates threats to destroy aircraft and has apprehended persons responsible and charged them with violations of Federal law.

FAA has initiated action to develop more effective and efficient explosive detection capabilities for checked baggage and cargo. In addition, two aviation explosive security audiovisual programs were distributed on recommended safety procedures when suspect devices are encountered. Also, a film was prepared depicting recommended flight crew responses and procedures in dealing with suspected explosive devices.

Analytical studies have also been made to determine the least-risk bomb locations for some of the types of aircraft in wide use by the air carriers. Also, actual explosive effects tests have been conducted at the National Aviation Facilities Experimental Center. These tests have produced valuable data and future tests are planned.

With the funding cooperation of the Law Enforcement Assistance Administration (LEAA), a program for the placement of explosive detection dog and handler teams throughout the nation has been implemented. Law enforcement agencies providing support to certain key airports agreed to participate. Two officers and 2 dogs were trained for each of these agencies. The goal is that no threatened aircraft flying over the U.S. is more than one hour from an explosive detection team.

An overall program evaluation conducted by K9 experts from the U.S. Air Force under contract to LEAA, was completed in April. During these evaluation visits, explosive samples were hidden in various locations throughout air terminals and aircraft. All samples were detected by the K9 teams. In actual use, these teams have conducted many searches and have located several explosive items on aircraft and in airports.

Compliance and Enforcement

The FAA has the responsibility to ensure compliance by the airlines and the airports with the requirements of applicable FARs. In the case of prescribed security programs and procedures, this involves the monitoring and inspection of nearly 500 airports.

All alleged or apparent violations of security requirements are investigated, reported and appropriate administrative or legal action taken and recorded. Enforcement actions completed during the first 6 months of 1975, together with the investigations still pending, indicates that the enforcement experience for 1975 will be consistent with that of 1974. Since 1973, there has been an upward trend involving enforcement actions against airports. This may be attributable to the fact that a number of airport security requirements involve construction or modification of facilities necessitating budgetary and other financial actions. Until such actions were completed, temporary security measures and procedures were acceptable. However, sufficient time for the planning actions has now elapsed and temporary arrangements not yet replaced may be the basis for initiating actions to obtain compliance with the security regulations. (See Chart IX.)

International

The U.S. has long advocated the implementation of effective international aviation security measures by all member states of the International Civil Aviation Organization (ICAO), and has urged the constant application of security measures which are often adopted by air carriers and airports only after a security incident and maintained in effect only while a sense of urgency prevailed.

The U.S. continues to pursue along with other states the concept of multilateral action through international law. These efforts have resulted in the adoption of the Tokyo Convention (crimes aboard aircraft), the Hague Convention (unlawful seizure), and the Montreal Convention (sabotage) which have been ratified by 76, 72 and 62 countries, respectively.

The U.S. ratified the Tokyo Convention on September 5, 1969, and it was implemented by PL 91-449. The Hague Convention was ratified by the U.S. September 14, 1971, and implemented by enactment of PL 93-366 August 5, 1974. The Montreal Convention was ratified by the U.S. November 1, 1972, and came into force January 26, 1973. Legislation has not yet been enacted for U.S. implementation.

Resolution A17-10 of the ICAO Seventeenth Assembly (Extraordinary) directed the Secretary General to develop a Manual of Security. U.S. representatives (FAA) were made available for the ICAO working group which developed the Manual. The first edition was published in December 1971. The working group continues to develop necessary amendments and issued the most recent "suggested amendment" to member states for comment June 25, 1975.

A new Annex (Annex 17 - Security) to the Convention on International Civil Aviation was adopted by the Council of ICAO on March 22, 1974, and became applicable on February 27, 1975. The Annex contains Standards and Recommended Practices to safeguard international civil aviation and its facilities against acts of unlawful interference. Following the Orly Airport, Paris, France, missile incidents of January 13 and 19, 1975, and subsequent Israeli initiatives to ICAO, there was a comprehensive review of Annex 17. In June 1975, the ICAO Council recommended upgrading certain material in the Annex and following review and comments by member states, it is expected that these items will be adopted.

On May 21, 1974, the International Air Transport Association recommended certain "minimum security procedures" at international airports. Also, the IATA Director General renewed efforts to persuade governments to ratify the Tokyo, Hague and Montreal Conventions and encouraged implementation of ICAO Security Standards and Recommended Practices.

In May 1975, the IATA Executive Committee approved 6 minimum security procedures for use at international airports and 2 additional procedures to be considered when circumstances require. The Executive Committee expressed concern that the security measures are not universally implemented and may be below safe levels noting the trend towards crimes of violence throughout the world and the fact that civil aviation is still a vulnerable target. The Executive Committee reaffirmed its recommendations for screening of all passengers and their carry-on baggage at international airports until the threat to civil aviation has been appreciably reduced.

The FAA participates in the exchange of information and technical assistance on civil aviation security matters with nations throughout the world. These activities include the formation of FAA technical teams to provide advice to foreign nations upon request. Thirteen countries have requested this technical assistance. Also, available upon request are in-depth briefings for foreign aviation and law enforcement officials on all aspects of civil aviation security. Officials from 30 countries have been provided these technical briefings. In addition, 108 representatives of 31 foreign nations have attended the FAA sponsored Aviation Security Training Course at the Transportation Safety Institute. A number of audiovisual training presentations have also been developed and made available to many foreign airlines and governments.

Program Effectiveness

The understanding and cooperation of the travelling public in the security measures required to assure safe air travel has contributed immeasurably to their effectiveness and apparent success. The dedicated efforts of the aviation industry, in general, and airport operators and airlines, in particular, in carrying out the necessary security procedures assured industry-wide consistency, efficiency and effectiveness. Although there has not been a successful air carrier hijacking in the almost 3 years since November 10, 1972, the incidence and potential for crimes against civil aviation remain. All parties involved will continue cooperative efforts to maintain security effectiveness in meeting this threat while working toward maximum efficiency and minimum inconvenience in scheduled commercial air travel.

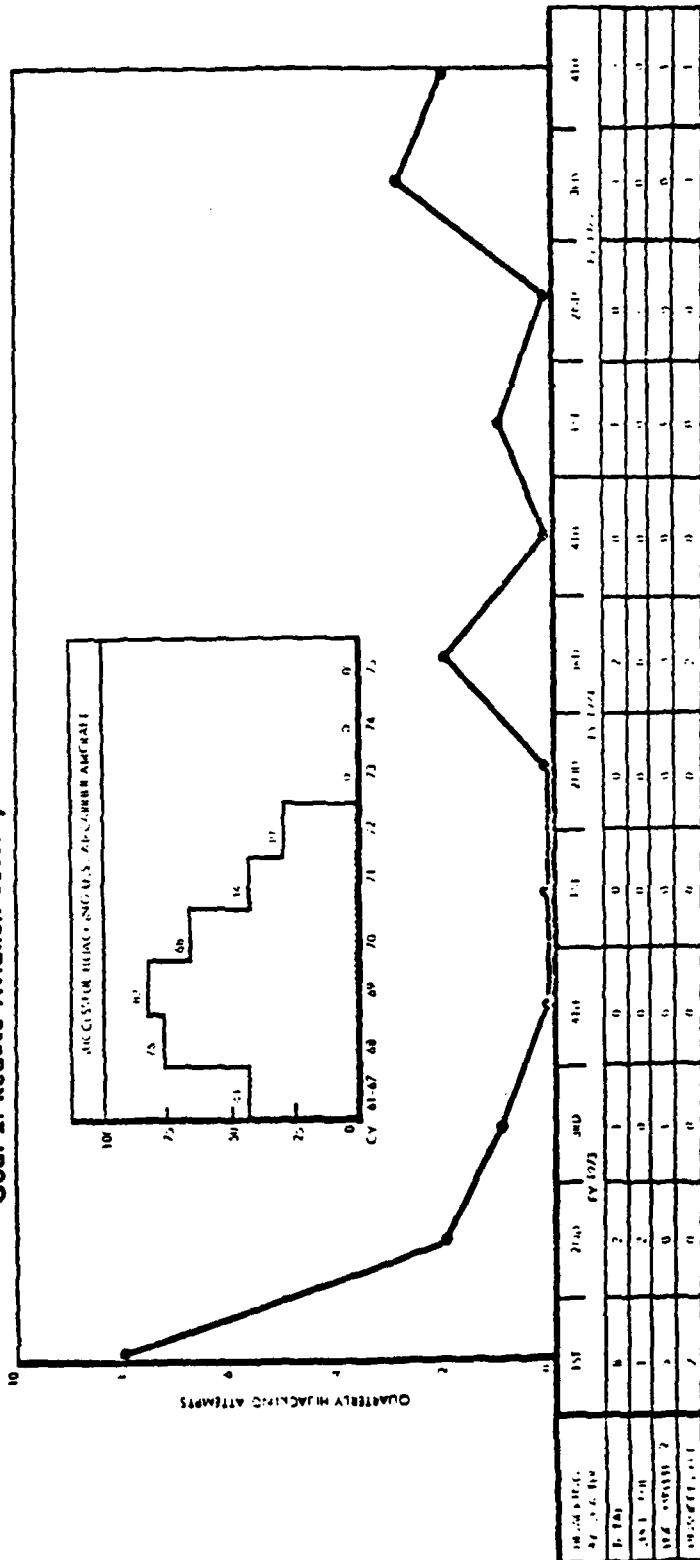
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Department of Transportation
Federal Aviation Administration

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HIJACKING ATTEMPTS ON U.S. SCHEDULED AIR CARRIER AIRCRAFT

Goal 2: Reduce Aviation Security Incidents to an Absolute Minimum



CV	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975
TOTAL	9	11	20	15	15	15	15	15	15	15	15	15	15	15	15
Successful	4	12	23	17	11	8	8	8	8	8	8	8	8	8	8
Unsuccessful	5	1	1	1	4	7	7	7	7	7	7	7	7	7	7

DATE	ABANDONED AIRCRAFT	RECOVERED AIRCRAFT	REMARKS
1/1/71	1	1	1
2/1/71	1	1	1
3/1/71	1	1	1
4/1/71	1	1	1
5/1/71	1	1	1
6/1/71	1	1	1
7/1/71	1	1	1
8/1/71	1	1	1
9/1/71	1	1	1
10/1/71	1	1	1
11/1/71	1	1	1
12/1/71	1	1	1
1/1/72	1	1	1
2/1/72	1	1	1
3/1/72	1	1	1
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9/1/74	1	1	1
10/1/74	1	1	1
11/1/74	1	1	1
12/1/74	1	1	1
1/1/75	1	1	1
2/1/75	1	1	1
3/1/75	1	1	1
4/1/75	1	1	1
5/1/75	1	1	1
6/1/75	1	1	1
7/1/75	1	1	1
8/1/75	1	1	1
9/1/75	1	1	1
10/1/75	1	1	1
11/1/75	1	1	1
12/1/75	1	1	1

1/ Includes commercial operations operating in domestic common carriage covered by Code of Federal Regulations Title 49 Part 121.7.
2/ Hijacking in which hijacker is apprehended while in flight or as a result of "hot pursuit".

CIVIL AVIATION SECURITY

U.S./FOREIGN AIR CARRIER HIJACKINGS

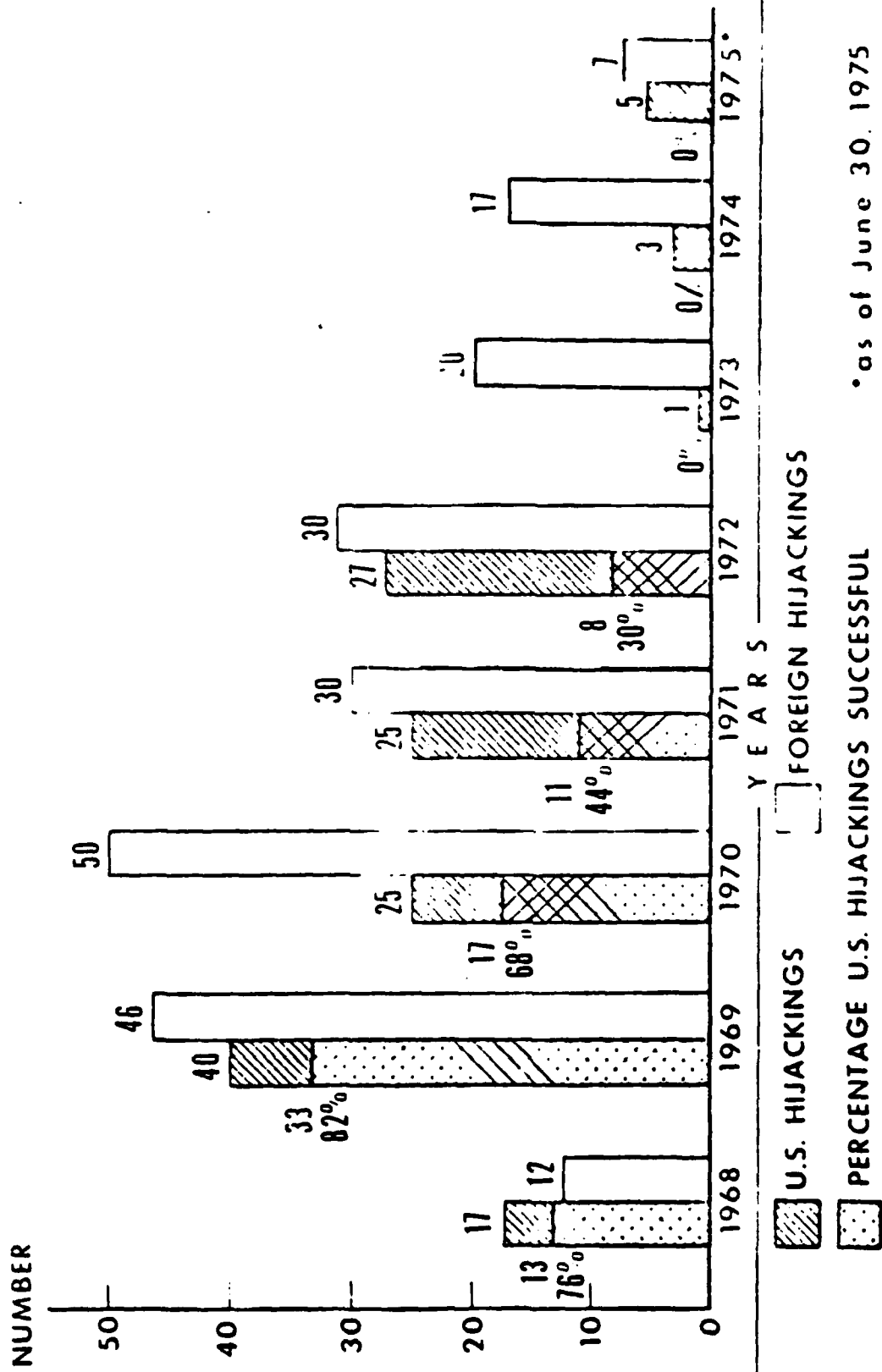


CHART II

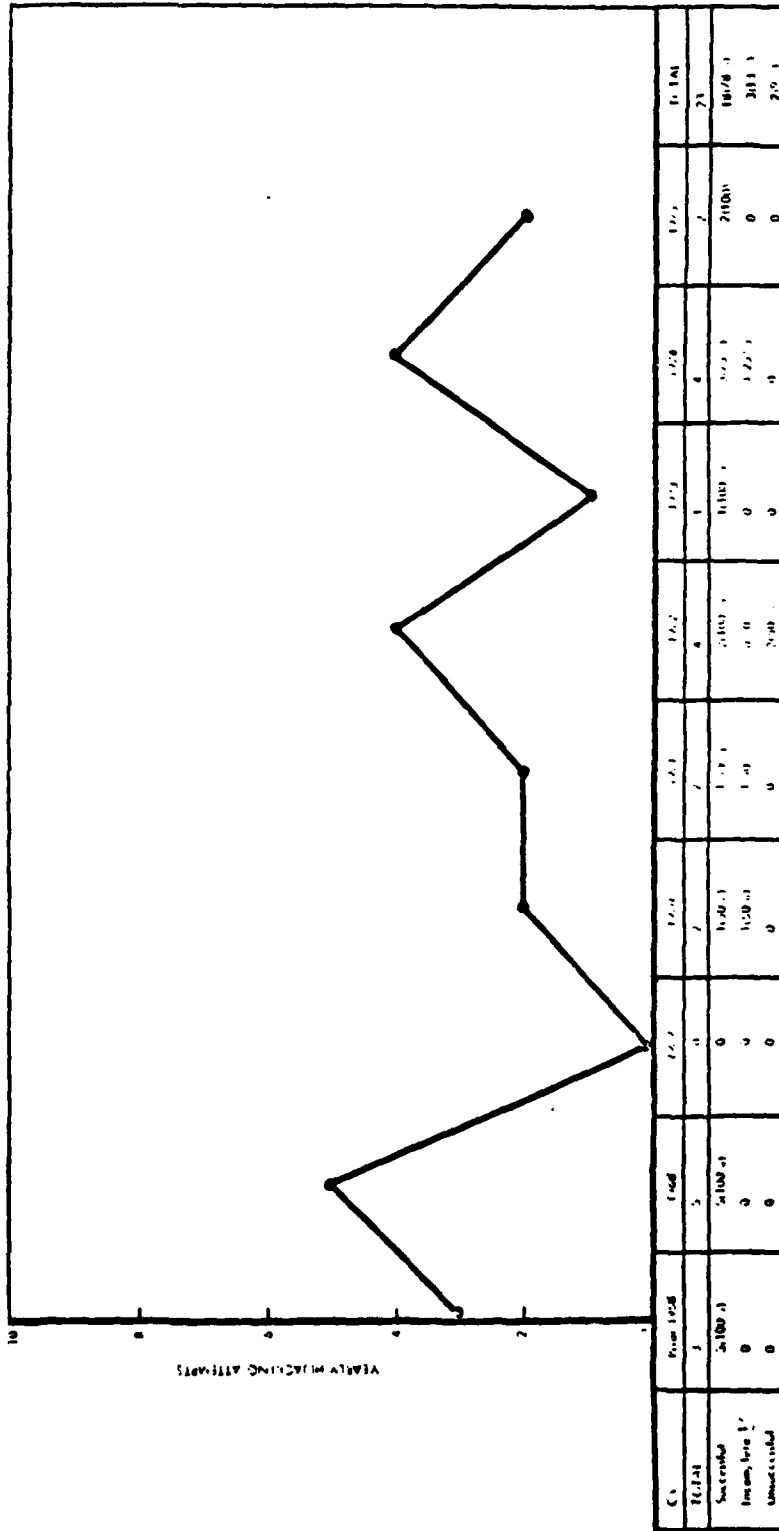
19-24-40Y ACN
Source: ACN AP

Department of Transportation
Federal Aviation Administration

Form 1-71
Updated Quarterly
AS 06 7/1/71

HACKING ATTEMPTS ON U.S. GENERAL AVIATION AIRCRAFT

Goal 2: Reduce Aviation Security Incidents to an Absolute Minimum.



Cs	Prize 1978	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	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CIVIL AVIATION SECURITY

AIRLINE PASSENGER SCREENING RESULTS

	<u>1972</u>	<u>1973</u>	<u>1974</u>	<u>1975</u>
<u>PASSENGERS SCREENED (MILLIONS)</u>				
		202.2	200.7	97.2
<u>PASSENGERS DENIED BOARDING</u>	8265	3439	2663	*
<u>REFERRALS TO LAW ENFORCEMENT</u>	*	*	*	5726
<u>PERSONS ARRESTED</u>	3658	3156	3501	1345
<u>AVIATION OFFENSES DETECTED:</u>				
CARRYING WEAPONS EXPLOSIVES ABOARD AIRCRAFT	774	736	1147	623
GIVING FALSE INFORMATION	244	658	1465	152
<u>OTHER OFFENSES DETECTED:</u>				
NARCOTICS	1424	465	593	161
IMMIGRATION AND NATURALIZATION	1152	703	925	332
OTHER	605	562	679	77
<u>WEAPONS DETECTED:</u>				
FIREARMS	1313	2162	2450	2343
EXPLOSIVES	13	3459	14,928	113
AMMUNITION FIREWORKS	*	*	*	12,483
KNIVES	10,316	23,290	21,468	20,878
OTHER	3203	28,740	28,864	26,161

* NOT AVAILABLE. COLLECTED OR TABULATED

△ UP TO 6 30 75

CHART IV

CIVIL AVIATION SECURITY

METAL DETECTION DEVICES

<u>TYPE</u>	<u>BASIC CHARACTERISTICS</u>	<u>MANUFACTURER</u>	<u>UNITS</u>
WALK-THRU PASSIVE	MEASURES DEVIATION IN EARTH'S	INFINETICS	182
	MAGNETIC FIELD. DETECTS	SCHONSTEDT	4
	FERROUS METALS ONLY.	TOTAL	<u>186</u>
WALK-THRU ACTIVE	CREATES AND MEASURES DEVIATIONS IN OWN ELECTRIC FIELD. DETECTS BOTH FERROUS AND NON-FERROUS METALS.	RENS	517
		METOR	108
		SPERRY RAND	104
		SOLCO	98
		WESTINGHOUSE	86
		DENSOX	1
		TOTAL	<u>914</u>
HAND-HELD ACTIVE	COMPARABLE TO WALK-THRU ACTIVE. LIMITED EFFECTIVE RANGE	RENS	230
		FEDERAL	250
		SOLCO	720
		TOTAL	<u>1200</u>

TOTAL - ALL TYPES - 2300

CIVIL AVIATION SECURITY

X-RAY BAGGAGE INSPECTION SYSTEMS

CHARACTERISTICS:

SMALL DOSE X-RAY, INTENSIFY IMAGE ELECTRONICALLY.
DISPLAY ON TV

OPERATING CRITERIA:

MEET FDA BRH AND STATE HEALTH STANDARDS
DISTINGUISH 24 GAUGE WIRE

LIMITATIONS:

DEPENDENT ON DILIGENCE OF OPERATORS, DEMANDS
CONSTANT ATTENTION AND ABILITY TO QUICKLY
RECOGNIZE DANGEROUS ARTICLE

SYSTEMS IN USE:

AMERICAN SCIENCE AND ENGINEERING	69
ASTROPHYSICS	111
BEIDIX	83
DENNIS & MILLER	26
PHILIPS ELECTRONIC INSTRUMENTS	46
NEW SECURITY CONCEPTS	1
TOTAL:	336

6-30-75

CHART VI

Updated By: ACS
Source: ACS-20

Issued: 8/22/75
Updated: Monthly
As Of: 11/1/75

Department of Transportation
Federal Aviation Administration

BOB3 THREATS AGAINST U.S. AIRPORTS

Goal 2-Reduce Aviation Security Incidents to an Absolute Minimum

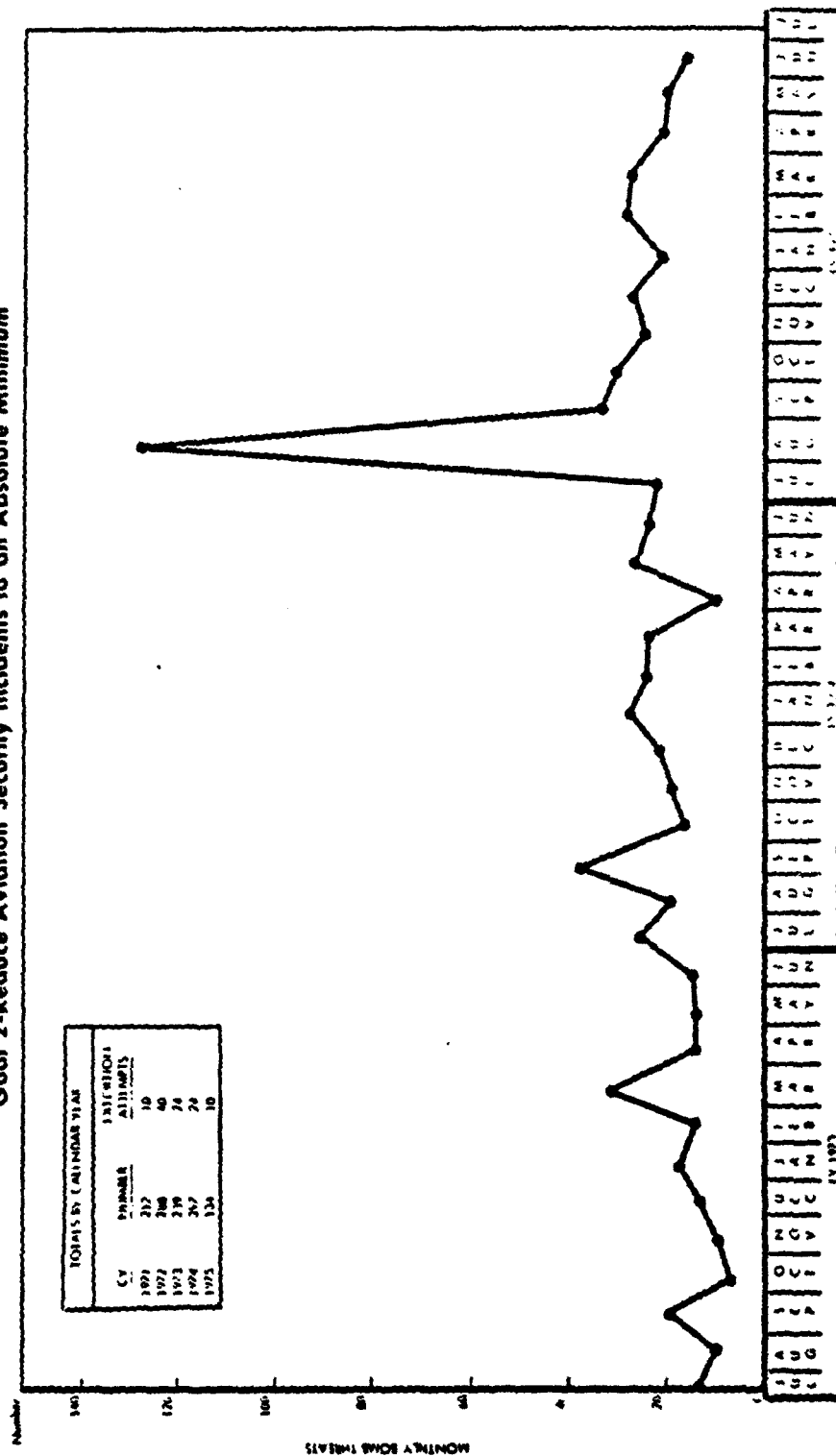


CHART VII

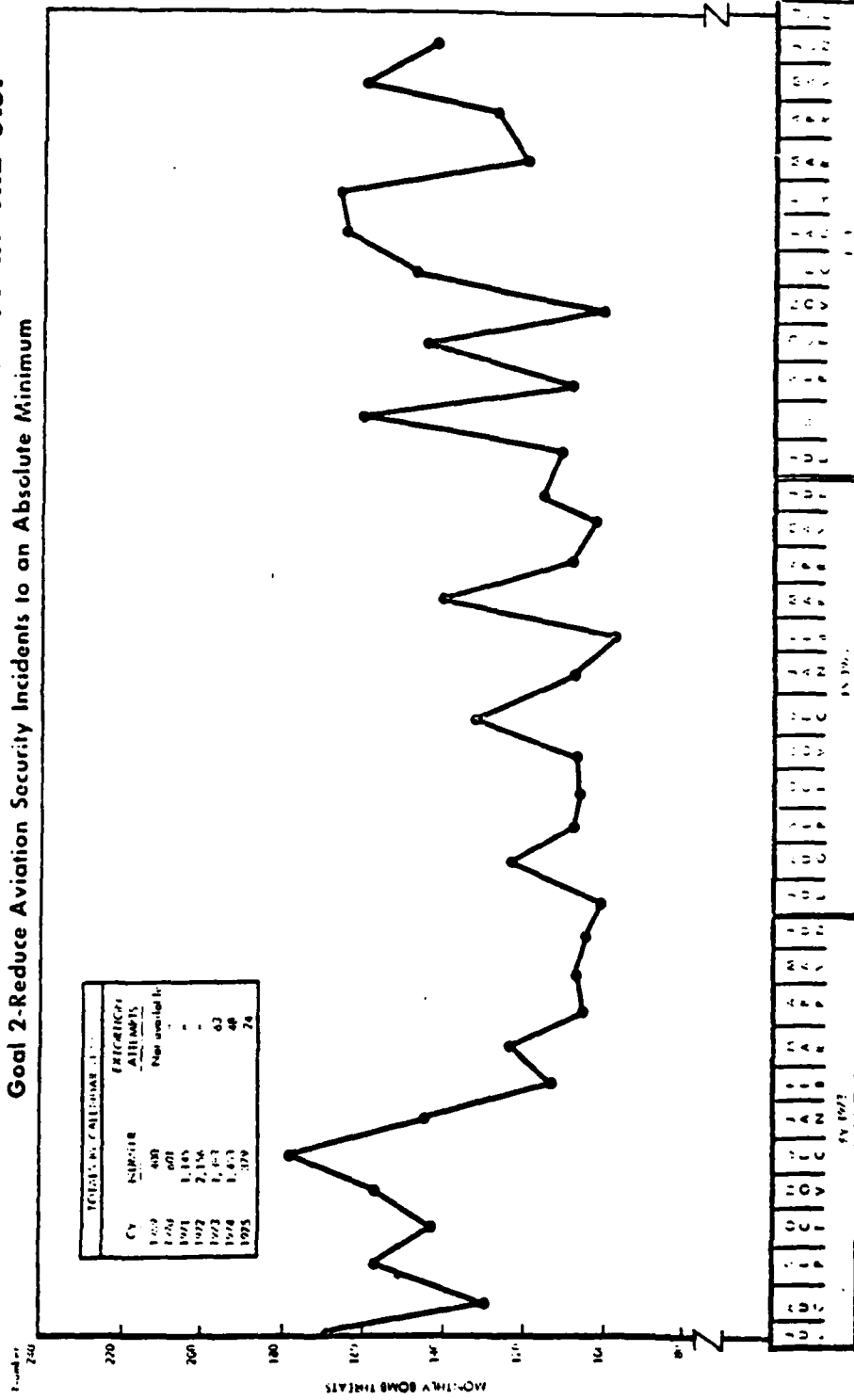
Updated By: ACS
Source: ACS 20

Department of Transportation
Federal Aviation Administration

Issued: 8-22-75
Updated: Monthly
As Of: 7/1/75

BOOMB THREATS AGAINST U.S. AIRCRAFT AND FOREIGN AIRCRAFT IN THE U.S.

Goal 2-Reduce Aviation Security Incidents to an Absolute Minimum



CIVIL AVIATION SECURITY COMPLIANCE AND ENFORCEMENT ACTIONS

AIR CARRIERS [FAR 121.538]	1973	1974	1975 Δ
ACTIONS TAKEN:			
ADMINISTRATIVE CORRECTIONS	152	124	54
NO ACTION	66	36	30
CIVIL PENALTIES (AMOUNT)	43 (\$42,850)	58 (\$75,750)	15 (\$19,200)
INVESTIGATIONS CLOSED	261	218	99
INVESTIGATIONS PENDING			129

AIRPORTS [FAR 107]

ACTIONS TAKEN:			
ADMINISTRATIVE CORRECTIONS	40	68	50
NO ACTION	11	14	6
CIVIL PENALTIES (AMOUNT)	1 (\$1,000)	14 (\$6,750)	6 (\$7,750)
INVESTIGATIONS CLOSED	52	96	62
INVESTIGATIONS PENDING			33

Δ UP TO 6 30 75

CHART IX

**DAT
FILM**